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## SHEATH OF ICE ALL THAT SAVED SHACKLETON MEN

Explorer Tells of Final Success That Attended Efforts to Rescue Party

Sir Ernest Shackleton has called the New York World from Chile an account of the success of the fourth effort to rescue the party that had been left on Elephant Island. He tells a story of hardships overcome by incomparable courage, and says in part: "Our fourth attempt to rescue our comrades left on Elephant Island has succeeded and all have arrived here safe and well."

"The Chilean government very generously placed at my disposal the steamer Yelcho, commanded by Commander Pardo. The steamer, manned and equipped at the expense of the Chilean government, left Punta Arenas on August 4."

"On this occasion I set a course which would enable us to approach Elephant Island from the northwest, my reason being that I hoped the ice had worked toward the northeast. This hope was realized, and on August 30, after steering in the fog through numerous stranded bergs, I reached Wild's camp at 1 p. m."

"To the Chilean government, to Commander Pardo and to Lieut. Aguirre I owe my deepest thanks for the means of rescue."

"With Wild lies the credit of having kept his party together in strength and safety under the most trying and difficult conditions."

"Following is Wild's report: 'On April 25, the day after the departure of the boat, the island was beset by dense pack ice. The party was confined to a narrow spit of land 250 yards long and 40 yards wide, surrounded by inaccessible cliffs and ice-laden seas."

"We were forced to abandon our ice hole, made untenable by snow. We made a dwelling of our two boats, supported by rocks, and set up as far as practicable from the sea. The weather continued appallingly difficult to work in and the vitality of the whole party was lowered owing to exposure."

"Blackburn, Hudson, Greetstreet and Rickerson became ill and several others were frost-bitten."

"In May a heavy blizzard swept much valuable gear into the sea, and we were in grave anxiety, owing to the danger of being swept away by the heavy seas raised by the blizzard, blowing with a velocity of 70 miles an hour. Fortunately, owing to the low temperature, an ice foot formed on the seashore and this protection was the means of saving us from total destruction."

"On several occasions the adjacent glacier 'calved,' throwing up heavy waves, and on one occasion blocks of ice were hurled to within 15 feet of our dwelling. Observing how the island was beset, I realized the difficulty our leader must experience in effecting our early relief, and as a measure of precaution I drastically economized our food, allowing only one meal daily until we had strengthened our reserve of blubber."

"Our valuable stock of special rations was used for two meals weekly, thus supplying a vital change in our diet, and life was well maintained. By nature's providence having arrived at the island late in the season, we were kept in anxiety as to our meat supply, which was constantly depleted. It was periodically replenished by small penguins, but the seals were unable to land owing to the ice foot."

"From June onward the weather was better as regards wind, but we were under a constant pall of fog and snow. In the middle of winter Blackburn's toes had to be amputated. Whenever the sea opened our hopes of relief were renewed. The three previous attempts at relief had synchronized with times when the island was beset with ice."

"At the beginning of August we were able to collect seaweed and limpets, which formed a valuable change in our diet, but the deep water, heavy seas and ice prevented us from fishing."

"On August 23 the gale drove the pack from the island, and on August 30, through the lifting fog, we caught sight of the Yelcho steering through the maze of stranded bergs. An hour later we were homeward bound."

"I wish to place on record the good morale of the entire party, and especially the energy and ability of How, Hussey, Hurley, Macklin, McIroy, Kerr and Rickerson."

### Y. TAKAKUWA NAMED NEW PRESIDENT OF JAPANESE CHAMBER

Y. Takakuwa, president of Y. Takakuwa & Co., was elected president of the Japanese Chamber of Commerce of Honolulu at a general meeting of the organization held last Saturday afternoon. Takakuwa, who formerly was vice-president of the chamber, succeeds Mr. Kawahara, resigned. Other officers elected were K. Yamamoto, vice-president, and T. Sumida, secretary.

## HONOLULU'S STREET PROBLEMS MUCH LIKE THOSE OF OTHER CITIES

Sacramento Complains of Defective Maintenance; What Progressive Governments Do

Sacramento and Honolulu are 2000 miles apart by water, but not nearly so widely separated in municipal problems.

The Sacramento Bee recently published an article by one of its writers, entitled "Defective System of Street Maintenance." Much of it might be applied, word for word, in Honolulu. Here it is, and it is worth reading and remembering:

Sacramento in the last six years has built approximately 50 miles of improved streets—to be exact, 624 city blocks—at an estimated cost of \$1,500,000. These have been constructed as a result of a popular demand, and property owners have borne the expense willingly. The improvements include a score of streets in the old city limits and miles of streets in the annexed districts.

Because of this era of building, Sacramento should be today a city of boulevards. Instead, because of a defective system in our city government, we have scores of streets, recently improved, many of them barely paid for, filled with bumps and depressions. Hardly a street improved within the last six years but has been torn up one to a dozen times in spots to relay gas mains, water mains, sewer connections and what not. Some of the holes have been properly mended. Many, many of them have not.

Claim is made at the city hall that it is necessary to tear up new payments to put in gas, sewer and water mains. Perhaps it is. But other cities find a way to refrain from despoiling a street until it has been used five or six years.

Claim is made that certain corporations have the right to tear up streets without giving notice to the city. In other places city officials find a way to force these corporations to confer with proper authorities first.

In some instances improved streets have begun to deteriorate within a year or two after their completion. It is argued at the city hall that Sacramento, under a state law, cannot compel contractors to guarantee streets. Other cities have found a way. If contractors were forced to guarantee a street they would put in the material to make it last. Had T street and Twenty-eighth street, for instance, been guaranteed, the contractors would have had to rebuild them within a year after they were laid.

Many Eastern cities have adopted a rule that all water pipes, gas mains, sewer connections and the like must be put in before a street is improved, and no permit will be given to tear up an improved street for five years.

Scores of cities, East and West, require street contractors to furnish a five-year guarantee with every street built. This insures the city against faulty work, because no contractor will use poor material when he knows he will have to make good if the material fails.

Some cities, even without law to enforce it, have secured agreements with officials of corporations to notify the city officials of all intent to dig up streets. In other places where corporations have insisted on their franchise rights to tear up streets at will, courageous city officials have followed the work so closely and have insisted on the letter of the law with such vigor that corporations have been only too glad to cooperate with city officials in seeing that streets were torn up only in dire necessity and that repairs were made promptly and satisfactorily to city and property owners.

Most of Sacramento's troubles of late have been laid at the door of the city department responsible for seeing that proper fillings are made when gas, sewer and water mains are laid in following up repair work on improved thoroughfares to see that the streets are put back in the same condition in which the contractor or corporation found them.

Many complaints have been filed showing streets were torn up, improvements made and then the street left in a shameful condition for months without any attempt being made to put things aright. Residents of the annexed district particularly have been strong in their protest against this condition of affairs. Ditches dug for water mains in the outlying districts have been known to remain improperly filled for months after the job was supposed to have been finished.

Improved streets have been torn up within three to four months after the date of completion, and the contractors or corporations have been permitted to fill the trenches to suit themselves and to place a surface of entirely different material from that paid for by the property owners.

One case in point was cited only last week. Twenty-fourth street, which divides Curtis Oaks and West Curtis Oaks, was improved recently. At the request of the citizens the highest type of street was built. It consists of a concrete base with an asphalt top. It was constructed with the belief that it would last for years and years. Twice within the last six months the street has been torn up.

The first time, after a delay of weeks, a concrete base was put in and it was covered with an asphalt surface. A few weeks ago the same street again was torn up. To the naked eye it looked to be the same ditch. This time there was no delay in filling in, however. Within two days the dirt was thrown back into the ditch, and a mixture of rock and asphalt was put on top. A tar preparation was added. A steam roller finished the job. The Sacramento City Street Department insists the street is as good as new.

A Curtis Oaks resident who paid

for the original improvement has

propounded this question: 2. If the city has authority to force a property owner to pay for the improvement of a street, does not the property owner retain therein sufficient equity to require that the city force contractor or corporation to put it back in as good condition as when it was torn up?

Two lawyers to whom the question has been propounded have answered in the affirmative. Yet this citizen is not anxious to go to court. He is one of those individuals who believes that city officials, sworn to do their duty, should see that rights of property owners are safeguarded without being forced to act under threats of law.

Most certainly the system is defective. Property owners deserve credit for the vast improvements made in the last five years. Sacramento has a right to feel proud of the spirit displayed.

But these citizens should receive encouragement and cooperation from the officials who administer affairs of the city.

A definite plan along this line would go a long way toward solving the problem:

1. Write specifications to insure the highest type of street.

2. Require contractors to guarantee streets for a period of at least five years.

3. Insist that all pipes should be laid prior to street improvement. No street should be permitted to be torn up short of five years.

4. Provide a proper system of inspection of all streets to insure proper maintenance. Small defects repaired at once will save streets from costly improvements later on.

5. Employ some system that will insure the proper city official being advised beforehand of every intention to tear up a street. Inspectors should remain on the job and see that there is no delay in making the repair and that the street is put back in the same condition in which the contractor or corporation found it.

### GLYCERINE AND BARK PREVENT APPENDICITIS

The simple mixture of buckthorn bark, glycerine, etc., known as Adler-ika, astonishes Honolulu people. Because Adler-ika acts on BOTH lower and upper bowel, ONE SPOONFUL relieves almost ANY CASE constipation, sour stomach or gas. It removes such surprising foul matter that a few doses often relieve or prevent appendicitis. A short treatment helps chronic stomach trouble. The INSTANT, easy action of Adler-ika is astonishing. The Hollister Drug Company—Adv.

### KLONDIKE DISCOVERER DEAD IN POVERTY AT CARCROSS

SEATTLE, Wash.—Skookum Jim Mason, an Indian, who, with George Carmack of Seattle, discovered the Klondike gold field 20 years ago, died in poverty recently at Carcross, Yukon Territory, it was learned here. At one time he had \$100,000 in gold, nearly all of which he squandered. On a visit to Seattle he threw money from his hotel window to see crowds fight for it in the street.

## PROBLEMS OF CHURCH FORM SERMON TOPIC

Dr. William Henry Fry Delivers an Interesting Address to Methodist Congregation

Some of the problems of the modern church formed the topic of an interesting and instructive address delivered in the First Methodist church Sunday by Dr. William Henry Fry, superintendent of the Methodist missions in Hawaii. Doctor Fry recently returned from an extended tour of the mainland.

Doctor Fry pointed out that, with the spread of religion there has come a closer sense of brotherhood that is binding nations together. He continued, in part:

"The development of the church is the outstanding miracle of the ages. Standing in the midst of his terrified disciples and under the very shadow of the cross Jesus said 'As my Father sent me so send I you.' The result of this command brought the experience of Pentecost with its 3000 members and a little later 5000 more."

We may not be agreed as to what constitutes the problem of the church. Some doubtless think that if we can just get a man converted we have done our duty by him. Our duty to the Oriental in Hawaii has not ended when we induce him to give up his religion—if he ever had any—and accept ours. He must be taught the right relation between male and female, parent and child, citizen and state. These people are here by our invitation and we have not done our duty by them until we make it possible for them to earn their own livelihood in terms of industry and honor. The old cry was 'let us build up the church,' but the new one is 'let the church build up the community.'

### Church's Real Problem

"The duty of our local church in this community is to promote evangelical Christianity and lend itself to our local missionary problem. What we need is not less activity but more piety, not less law but more love, not less preaching and singing but more righteous personality on two legs. The real problem of the modern church is to build the principles of good will and neighborliness into all the human relations of life. The church must prove to the world that the only thing worth having is a heart that loves."

When we glance at the world and its happenings today we can see that the nations of the world have not been preaching a gospel of love. Has Europe done it? Or have they preached the gospel of the biggest army, navy or bank account. Recount the tragedy of Mexico and Europe and we are forced to conclude that the most compelling thing before us in recent years has been a struggle for adventure.

"Let us preserve the zeal of our national ideals and hold to the things in which our greatness lies but let us be bound together in one blessed brotherhood. The church must proclaim this to the world, for if she doesn't, who will? The very genius of our Christianity is seen in its ability to do this very thing. The world has not learned Christ's lessons of brotherliness and the principles of good will."



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### Fiber Silk Sweaters

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